Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1215 **Const Calendar Day:** 788 **Date:** 01-Aug-2014 **Friday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on setup of TR's 18 & 19. Crews at the Pier 7 warehouse are working an 8-hour shift 0600 through 1430. Working on the CCO operation today is Laborer Carlos (Pedro) Garcia between ~0630 and ~0830. The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary. Note that several of ABF's ironworkers are working a nightshift tonight for work on the cable security gate (CCO 378), so there are fewer ironworkers than normal at the Pier 7 warehouse area to handle the other operations on site. This affects the availability of ironworkers for the CCO 314 test rig operations. There are no ironworkers or operators working on CCO 314 today because they are busy elsewhere. This nightshift work is anticipated to be complete by next week.

In the morning, the laborer is on site for about 2 hours to start and complete building stairs to bridge over the VGO and CT-METS wire runs to the south of the test rigs, in between TR's 18 & 19 where there is a walkway running between the test rigs. The steps are to transition from the top of a crane mat 12x12 and the asphalt, with the 2 different height wire run enclosures in between. He starts this stair fabrication with a previously fabricated 4-step set of stairs currently located at the test rig site that is not being used – he cuts this set of stairs down to 2 steps for use in this setup.

VGO continues work on site today. From VGO, Dave Van Dyke, Rob Rutledge, and Mattea start work on site at 0800. They start the day by completing the connections between the strain gauges and the wire run at TR 19 (3 of 8 remained for today's work). VGO also adds the rod temperature thermocouples on the two jacking rods at TR's 18 & 19. VGO performs more QC checks, including a high speed check with the eDAQ to look for issues with the instrumentation. VGO cannot install the displacement transducers at TR's 18 & 19 because ABF has not completed work in this area with the jacks – the jacks are only rough positioned on temporary timber and not final set on the lugs on the end plates and jacking beams. VGO keeps the eDAQ recording data over the upcoming weekend to perform a low speed check as another QC check to look for instrument drift. VGO leaves the site at approximately 1100 after completing all the field work they can do. VGO will monitor the data over the rest of the weekend for issues and be back on site Monday morning. Dave, Rob, and Mattea all fly out this afternoon (leave the Bay Area and return to Oregon). VGO plans to be back on site Monday morning, traveling Sunday afternoon or Monday morning. Monday morning is scheduled for continued instrumentation work, including possibly doing the exercising and zeroing steps, with the first tensioning step tentatively scheduled for Tuesday morning.

Late in the morning, CT-METS Elijah Turner installs the AE sensors on the stickout ends of the test rods at

TR's 18 & 19. Yesterday, the end plates and test rod nuts/washers were installed by ABF, so this AE sensor step can now be done. In the afternoon, after the epoxy has set, CT-METS Elijah Turner removes the magnets temporarily holding the AE sensors in place and connects the wire runs to the AE sensors (to connect to the datalogger). At this same time in the afternoon, he does PLB's (pencil lead breaks) to verify that the AE sensors are working correctly.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used by the laborer in the morning and is on idle/standby at the test rig work area the remainder of the day. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. An oxyacetylene torch is on idle/standby at the test rig work area. A Kubota Cart is used by the laborer at the test rig work area.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Only some of this k-rail is currently in a test rig setup (8 pieces installed) with the remaining k-rail at the test rig site awaiting use (8 pieces) in the new test rigs (TR's 18 & 19) or will be spare/extra k-rail (4 pieces).

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:
1 each 4'x20' crane mat (1 x 80 LF)
1 each 5'x19' crane mat (1 x 95 LF)
2 each 5'x20' crane mats (2 x 100 LF)
~4x2x4 = 32 LF additional 12x12's
Total 12x12's quantity = 407 LF

The agreed extra work with ABF is as follows:
Laborer Carlos (Pedro) Garcia - 2 hrs
Kubota Cart - 2 hrs
7kW Generator - 2 hrs
12x12 timber - 380 LF
See the attached Extra Work Order - Signed with ABF for CCO 314 work